

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,296 號陸十玖百式千壹萬壹第 日五拾式月捌年六十二緒光 HONGKONG, FRIDAY, OCTOBER 19TH, 1900. 伍拜禮 號玖十月十年百九千壹英港香 PRICE \$2 PER MONTH

New Advertisements will be found on page 4.

THE

MALARIAL MOSQUITO  
IS EFFECTUALLY  
EXTERMINATED BY  
THE JUDICIOUS USE OF  
WATSON'S HYGIENOL.

A. S. WATSON & CO.  
LIMITED.

ESTABLISHED 1841.

CUTLER, PALMER AND CO.  
WINE SHIPPERS SINCE 1811,  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
41 Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY  
The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for it.  
LANE, CRAWFORD & CO.  
Hongkong.

JOHN WALKER & SONS  
FAMOUS  
KILMARNOCK WHISKY.

This World-renowned.  
Fine Old HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

\* SPECIAL BLEND \* WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE.

WEKE DATES.

7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes.  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 12.30 p.m. Every quarter of an hour  
1.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 8.00 p.m. Every ten minutes  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SATURDAYS.  
Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

6.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes.  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 8 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central,  
JOHN D. HUMPHREYS & SON,  
General Managers  
Hongkong, 1st May, 1899.

[23550]

VICTORIA  
CYCLE  
EMPORIUM.

THE pleasure of cycling consists in having  
a first class machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLY" CYCLES,  
and we also supply fitting of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.

MCKIRDY & CO.

49 & 50, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899.

[23509]

RUNIART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPIERS

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENEEL & CO.

Sole Agents

Hongkong, 17th May, 1895.

[1521]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.

\$5.00 per Cask of 375 lbs. net ex Factory.

\$3.00 per Bag of 250 lbs.

SHAWAN, TOMEY & CO.

General Managers

Hongkong, 2nd July, 1900.

[1696]

JUST LANDED.

Ex S.S. "OLDENBURG."

KUPPER'S PILSENER BEER.  
THE MOST POPULAR OF LIGHT BEERS. THERE IS  
NEVER ANY SEDIMENT IN KUPPER BEER. IT IS ALWAYS  
BRIGHT AND SPARKLING.

CALDBECK, MACGREGOR & Co.,

SOLE AGENTS.

THE VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARASAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

Arrivals, Departures and other Shipping  
Intelligence will be found on pages 5, 6 and 7.

INTIMATION.

GOLD MEDAL PARIS 1878 1889.

of Highest Quality  
and having Greatest  
Durability are there-  
fore CHEAPEST.

GILLOTT'S

The Only Award Chicago, 1881.

NUMBER FOR USED BANKS  
Barrel Pens, 225, 226, 227, 228,  
Slip Pens, 332, 333, 334, 335, 336,  
404, 7,000.

In Fine, Medium, and Broad  
Points  
THE NEW TURNED-UP POINT, 1882.  
[233]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

[44]

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD.

THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE  
TO INTRODUCE

RACHALS' PIANOS, "THE EVERLASTING." SIX MORE UNPACKING.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE  
FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.  
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
BY THE MAKERS AND OURSELVES.

THE ROBINSON PIANO CO., LTD.

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.

PURVEYORS to  
THE IMPERIAL AND ROYAL COURT AT BERLIN.  
THE IMPERIAL ROYAL COURT OF AUSTRIA.  
THE IMPERIAL COURT OF RUSSIA.

347 CARLOWITZ & CO., Sole Agents.

UNITED ASBESTOS ORIENTAL  
AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE  
UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.

"GLADIATOR" Packing for High Pressure. Recognized by leading Engineers to be the  
best combination of Metal and ASBESTOS ever introduced. Reduced friction to a minimum or  
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR  
METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-  
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and  
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.

"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts  
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... ... THOMAS SKINNER.  
Superintendent ... ... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

37a AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction.

TO-DAY (FRIDAY),

the 19th October, 1900, at 11 A.M. at the

HONGKONG and KOWLOON GODOWNS,

Rowton, 12 LENGTHS CHAIN 24".

105 FATHOMS do 14".

7 PIECES do 12".

TERMS.—As Customary.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 6th October, 1900.

DE. NOBLE,

DENTAL SURGEON.

HAS returned to the Colony and RE-

SUMED PRACTICE.

Hongkong, 19th September, 1900.

[2453]

HOTELS

NOTICE.

TRAVELLERS are invited to visit the

WINDSOR GARDEN AND RES-  
TAURANT just established next to Happy

Retreat, near the Race Course. It can be over-  
looked from the Bowen Road Bridge.

Hongkong, 1st September, 1900.

[2323]

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet  
locality, away from the din and dis-  
turbance of the City, and surrounded by a delightful  
Garden, it is an ideal place of Residence.

The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of the  
Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE,

Auctioneer.

Hongkong, 18th October, 1900.

[2683]

## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS  
AMERICAN MARBLE,  
ITALIAN MARBLE,  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

## TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vintages, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT &  
SHERRY

from the famous house of

GEO. G. SANDEMAN, SONS & CO.,  
OF LONDON, TORONTO & XERES;

the name of which firm is the

HALL-MARK and GUARANTEE  
EXCELLENCE.

## SOLE AGENTS—

A. S. WATSON & CO., LIMITED,  
HONGKONG DISPENSARY.

## BIRTH.

At Singapore, on the 6th October, the wife of JAMES H. CARROLL, of a son.

## DEATHS.

At Bay View, Kowloon, on the 14th October, MARION MIXKEL, the beloved wife of John L. PLUMMER, in her 56th year. Deeply regretted.

On the 7th October, at the age of 70 years, SONG HOOT KIAM (for 42 years cashier of the P. & O. Co.)

On the 7th October, at home, JOHN COLIN CAMERON, of the Hongkong and Shanghai Banking Corporation, son of the late JOHN CAMERON, Singapore.

At Gaya Island, B. N. Borneo, on the 15th September, FREDERICK SAXBY, second son of the late JAMES L. NAUBONNER.

**The Daily Press.**  
HONGKONG OFFICE: 14, DE VILLE ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 19th, 1901.

AMONG the Trade Reports issued by the Imperial Maritime Customs there is an extremely instructive article on the trade of Kiaochow for 1899, written by Mr. E. OHLMER, Commissioner of Customs at Tsingtao, which shows well the good work done by Germany in her new acquisition in Shantung. The head office of the Kincoochow Custom House, it will be remembered, was established at Tsingtao, the chief port in the German territory, by desire of the German Government last year. Of this port Mr. OHLMER says:—"Tsingtao, formerly a poor fishing village, of no use for the commerce of the bay, owing to its greater distance by land and by water from the principal inland markets than the other inter-bay junk ports, is rapidly being transformed into a beautiful modern city, which gives promise of soon rivalling in many respects the finest cities in the East. An extensive system of drainage and fine wide streets are being blasted out of the solid rock; electric lighting, telephone, waterworks, afforestation, are all being rapidly pushed forward; commodious houses, fine hotels, offices, and workshops are springing up in every direction. The former Chinese inhabitants have been bought out and moved to a neatly constructed model town, with wide streets and proper drains in the neighbourhood of the inner northern harbour. Thus, with the Chinese population living apart under healthy con-

ditions, and everything possible being done for sanitation generally, with a magnificent climate to boot, and with fine sea-bathing and a lofty mountain range suitable for summer retreats in close proximity, Tsingtao bids fair to rival all other ports in the East as a health resort."

As a commercial port, too, Mr. OHLMER sees great promise for Tsingtao. Hitherto it has suffered from unprotected anchorages and lack of wharf accommodation, but these disadvantages will soon be things of the past. Two new harbours, with ample wharves, are being constructed, and the smaller is expected to be ready at the end of the present year. The railway now building will have its terminus at Tsingtao and will run to the rich north-western part of Shantung province, from which the British at Weihaiwei are debarred. "The railway and new harbour," says Mr. OHLMER, "should doubtless enable produce of the neighbourhood to be placed on board ship at Tsingtao cheaper than it can now be put on board junks at the inter-bay ports; and the creation of a better and quicker market should, by enhancing supply and demand, likewise tend to increase the prosperity and, with it, the buying power of the neighbouring regions." The report goes on to state that if anywhere in China the railway will work wonders in Shantung, and that its inauguration will be followed by an unexpected development of trade and local prosperity. The spirit of opposition to the railway, due at first to ignorance, is now on the wane. The country people, Mr. OHLMER says, are beginning to realise that but for wages earned on the railway and other public works, they would have starved last winter. "Confidence in the fairness of the railway and other authorities, once established, there should be less opposition to railway projects here than there was at the beginning in Europe."

Mr. OHLMER's report is one which can be read with profit by all interested in trade with China. The sketch which he incidentally furnishes of German methods at Kiaochow is instructive and presents many points which we in Hongkong may well consider. To mention nothing else, the treatment of the housing of the natives question is one in which the German colony is a long way ahead of us. And yet it is mere carelessness which has allowed Hongkong and Kowloon to drift into their present condition. There is an Ordinance and there was land capable of reservation, but the former has not been enforced, and the land has been disposed of in a reckless manner. Our Government has neglected a most obvious duty, and yet scarcely anyone has troubled to protest.

F. H. Woolford, a seaman on board the *Mutiny*, was yesterday fined £5, or seven days, for being disorderly in Ship Street the previous evening, and £10, or 14 days, for assaulting a Chinese woman.

In another column to-day appears the first of a series of articles entitled, "Through South Africa," specially contributed by Mr. ARNOT REID, late editor of the *Straits Times* and author of the popular book "Through Siberia."

Fung Fun, a carpenter employed at the Cement Works, when into the Cheung pawn-shop at Hunghom on Thursday to pawn a pair of shoes. When asked for his name and address he was indignant, and began to make such a noise that a large crowd collected round the door of the shop. An Indian constable appeared on the scene and took him into custody, with the result that he is now doing time in Victoria goal.

On Wednesday morning a Chinaman who was engaged with other coolies in carrying coal from the junks to the coal heap near the torpedo depot was observed by P. C. Morgan to throw some of the coal in the water when near the side. He arrested him and found that there were about two hundredweight of coal in the water. This is a common practice among the coal coolies. They throw the coal into the water and dredge it afterwards. Yesterday the coolie was sent to prison for a month.

On Thursday night two chair coolies were settling their differences by brawling each other in Queen's Road Central, opposite the Hongkong Hotel. A crowd surrounded them.

An Indian constable took both into custody. When taken before Mr. Hazelton yesterday one of them said: The second defendant broke my chair, but I did not fight. The second defendant said: I accidentally knocked against the first defendant's chair, but we did not fight. They were each fined \$3, or 14 days.

Mrs. McRae, of No. 1, Leighton, Hill Road, attended at the Magistracy yesterday to charge her servant boy with leaving her service without notice. She said that the defendant came to her in March or April, and left at the end of the latter month without saying anything. On Tuesday she saw him at Mrs. Buller's next door. The defendant said that on receiving his wages he went home to see his wife. While he was at her house he fell ill and his wife told him to stay with her. He stayed with her two or three months, and when he was better he went to Mrs. Buller's. While the complainant saw him, she abused him and said she would summon him. When in her service she used to abuse him and call him a Chinaman. His word is Did you say that to him?—The complainant: No, your worship. I never use that word.—A fine of \$5, or 14 days, was imposed.

One fresh plague case and one death were reported in the 24 hours ending at noon yesterday.

The replayed final tie of the Warren Clapton Shield at Singapore on the 9th inst. ended in the 35th Co. R.A. defeating the 12th Co. R.A. by 2 goals to nil.

A Mr. Darbyshire has supplied the Japanese Government with six couples of carrier pigeons bred in his loft at Fairhaven, Lancashire. They are to be introduced in the army and navy of Japan.

The match yesterday evening between the Hongkong Hockey Club and the officers of the Royal Artillery was drawn at 2 goals all. The game was fast and even, and the R.A. only scored their equalising goal within a few minutes of time.

The many sea-going friends of Capt. Reid in Hongkong will regret to hear that he is in the General Hospital at Penang, suffering from wounds alleged to have been inflicted on him by a Siamese, supposed to be insane, while his steamer, the s.s. *Cornelia*, was at anchor in the harbour.

At a land sale held a few days ago by a local firm of auctioneers at Singapore, five building allotments at Mosque Street, off South Bridge Road, containing an area of 6,500 square feet, came under the hammer at \$2 per square foot. Twenty-two allotments at Race Course Road, 43,560 square feet in area, realised \$1,198.

During the year 1899 205 foreign vessels, of 186,500 tons, entered, and 204 vessels, of 183,025 tons, cleared at Tsingtao. 129 (11) of the subjects, cleared mail line were German, 41 British, 14 Russian, 11 Japanese, 3 American, 3 Chinese, 2 Norwegian, 1 Danish, 1 Korean, 457 sea-going native junks entered and cleared during the six months.

At the Harbour Office yesterday, before the Hon. Basil Taylor, an enquiry was held into the circumstances connected with a charge of the neglect of duty against Pang Kuan, master of the steam launch *Guiding Star*. It was stated that as the *Guiding Star* was leaving Pedder's Wharf a yellow launch was steaming westwards. The *Guiding Star* did not give way but forced the yellow launch close upon the bows of another steamer, starboard helm and following close along side; then ported and passed under stern. The defendant acknowledged the truth of this, and his certificate was ordered to be suspended for two months.

On Wednesday afternoon an Indian constable found three coolies fighting in Morrison Street. They were battering one another with all their might and emphasising their blows by shouting at the top of their voices. He drove them away but they came back again and refused to leave. He accordingly took them into custody. When before Mr. Hazelton yesterday they made the following statements—No. 1: I did not fight; I was assaulted by the second defendant and his friends. No. 2: I did not fight. The first defendant and his friends knocked away my money. No. 3: I say the same as the second defendant.—Each defendant was fined \$3, or 14 days.

The proposal of the Straits Settlements' Government to build a lighthouse on Palau Aer "as a point to make for in entering Singapore from the eastward," has been unfavorably received by many of the shipping people at Singapore. Referring to the subject in its issue of the 10th inst. the *S. F. Press* says:—A Master Mariner of many years experience out pooh-poohs the idea as a lighthouse, he says, is quite unnecessary there. The island is 2,000 feet high and cannot possibly be overlooked, except in weather too thick to see such a looming mass; then a lighthouse would be no good, as that would not be visible. There are no surrounding dangers, the island rising sheer from the sea, without shoals or rocks near. As for it being a point to make for nature has already provided the Anamabs, less than a hundred miles away, from where a course can be set for the Straits.—"If the Government want to spend money on lights," continued our friend, "Why not put one on the Elephine Shoal? That is outside the range of the One Fathom Bank light, and is always a source of anxiety to ship-masters."

At the Harbour Office yesterday, before the Hon. Basil Taylor, an enquiry was held into the circumstances connected with the collision between the steam launch *Evening Star* and cargo boat No. 347. The master of the cargo boat said: About 7 p.m. on Friday, the 12th inst. I left the Harbour Master's Wharf empty to go to Wanchai. When I was close to Butterfield and Swire's East Wharf I saw the *Evening Star* on the starboard quarter standing straight towards me. I hailed him to stop, but he kept straight on and collided with my starboard quarter, capsizing the cargo boat and tearing the sail. The launch did not attempt to keep out of my way, nor did he, so far as I could see, reverse his engines. I had a light lit five feet above the port quarter.—The second master of the *Evening Star* said: I was steering the *Evening Star* at the time of the collision at about 7 p.m. I left Pedder's Wharf for Kowloon, and when about half way across the harbour I saw the cargo boat about one and a half boat's length away showing no light, so far as I could see. I blew my whistle and went astern with engines, but did not try to go under her stern, being afraid of colliding with another launch which I saw the other side of the cargo boat. I struck the cargo boat on the starboard side with my port bow. She did not capsize, but was only carried away to port bodily. The certificate of the master of the *Evening Star* was suspended for two months.

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The disabled China Mutual steamer *Yangtze* has been towed safely to Singapore by the Company's vessel *Tenakat*.

The Lt.-Governor of New Guinea, when interviewed lately at Sydney with reference to affairs in that possession, said that steady progress was being made in the Colony. He was favourably impressed with the prospects of the country, which would, he was convinced, become a lucrative asset of the Australian Commonwealth.

The *Glasgow Herald* states that the British Admiralty would issue specifications for four first-class armoured cruisers last week. Two prominent English and two Clyde firms would not be asked to tender, as they could not give prompt delivery. The chief dimensions of the new cruisers are 8,000 tons, length 450 feet, breadth 66 feet, speed 20 knots.

The pearl and pearl shell statistics of West Australia for 1899 show that there were 179 vessels engaged in the industry, and their aggregate tonnage was 2,707. The number of men employed was 1,165, of which total 991 were Asiatics. The pearl shell raised totalled 720 tons, valued at \$30,479, and the value of pearls found was £15,529. All these figures show a steady increase since 1896.

Referring to impending changes in the Hongkong and Shanghai Bank Staff at Colombo, the *Ceylon Observer* says: "On Mr. Wilson's arrival here, Mr. J. D. Taylor will leave for the Far East. . . . Mr. Taylor's departure will be regretted by those who have had experience of his management of the local branch." It has been decided, we hear locally, that Mr. Taylor will revert to his former appointment as accountant of the Singapore Branch of the Bank.

A private letter from Penang has this:—"Mr. Cheah Choo Ewe, an ex-partner in the Opium Farm with Chen Eok, has offered Tuck \$10,000 to complete his education provided that he studies leprosy as a special study prior to coming out." "Tuck" in the above is Gnoh Lean Tack, a Penang Queen's Scholar, who got high honours at Cambridge and is now a scholar at St. Mary's Hospital. The Queen's Scholarship being only for four years, this generous offer will enable him to complete his course.

According to the *Noosa Vrinda* the work of repairing the damage done to the Russian battleship *Sevastopol* during her gun trials was so advanced by the middle of September that she would be ready to start for the Far East by the end of the month in company with the *Poltava*, battleship, which has also been ordered out. The *Sevastopol* and *Poltava* are sister ships of 10,600 tons, and a speed of 17 knots. They each carry four 12in., 12 6in., and 33 smaller guns, including machine guns.

On the 9th inst. while the steamer *Vorwerte* was a few miles from Singapore on her passage from Sarawak one of the Chinese passengers forced open the box of another, and took \$80 from it. When discovered, the thief was handcuffed, and left on the forecastle to await day-light guarded by a sailor and the owner of the box. At 4.30 a.m. the thief suddenly jumped overboard, without anybody being able to prevent him, when the alarm "man overboard" was given. The engines were immediately stopped, the ship was turned round, and a boat lowered, with a man ready to pick him up. The ship, after about 20 minutes was steaming about the spot where the man was supposed to have gone overboard, but no sign of him was seen, although it was a bright moonlight night, and the sea quite smooth.

Among those who are to receive the V.C. for conduct in the South African campaign is Sergeant Arthur Herbert Lindsey Richardson, of Lord Strathcona's Corps, whose claims have been submitted for her Majesty's approval, for his conspicuous bravery at the action at Wolfe Spruit, about 15 miles north of Standerton, where on the 5th July a party of Lord Strathcona's Corps, only 33 in number, came into contact, and was engaged at close quarters, with a force of 8 of the enemy. When the order to retire had been given Sergeant Richardson rode back under a very heavy cross-fire and picked up a trooper whose horse had been shot and who was wounded in two places, and rode with him out of fire. At the time when this act of gallantry was performed Sergeant Richardson was within 300 yards of the enemy, and was hit twice, once in the shoulder and once in the leg.

The *Noosa Vrinda* states that the vast increase of correspondence by post and telegraph between European Russia and Siberia has for some time past demanded that some special measures should be taken to cope with it. The old postal telegraph service has been found to be quite inadequate, even for the ordinary every day needs. The officials, overwhelmed with work far beyond their powers, have been quite unable, in spite of all their efforts, to perform the duties required of them. Not only were the officials far too few, but also the instruments and wires. In the old days the demands on them were subject to a gradual annual increase.

For many years it has been reported that Acheen possesses treasures in its soil. On the west coast there are said to be large beds of coal eight to nine miles from Malabut. Mr. de Langen, Resident of Acheen, advised, several years ago, that the Government should send experts to hold a survey, which would cost a few thousand guilders only. It is unknown, the *Straits Times* says, whether this survey has taken place, but if not it is felt in Holland that the time has come to begin to render Acheen productive, in order to bring some compensation for the expense of the Acheen war. The *Indian and Eastern Engineer* of September contains a detailed description of the Canvey Power Transmission scheme for the Mysore Gold Fields, which, when completed, will be one of the longest power transmission schemes ever carried out. Four thousand h.p. will be delivered to the Mysore Gold Fields, a distance of 93 miles from the generating station. The potential used on the transmission lines will be practically the limit at which it has been found feasible to operate electrical currents, i.e. 30,000 volts. The whole of the electrical apparatus and transmission lines are to be supplied by the General Electric Company of Schenectady, U.S., at a cost of \$140,000 and to be in running order in less than 20 months from the date the contract was signed on the 15th of July last.

Native-born Australians have for long objected to being called "Colonials." With the constitution of the Commonwealth the term will disappear, for the present "Colonies" will be called "States."

The a.s. *Ermine* has been wrecked in the Sulu Sea, and all the crew and passengers, numbering some 60 persons, have been drowned. A reef near Pearl Bank is supposed to have been the place where the vessel struck.

Strong condemnation was passed by the organs of all parties in the German Press on the policy of the Government in placing the new issue of Four Per Cent. Imperial Treasury bonds, to the amount of £4,000,000, on the American market.

Dr. Middleton, the Municipal Health Officer at Singapore, who has just returned from nine months' leave in Europe, has been asked by the Council to accept another three years' engagement at a monthly salary of \$500, with exchange compensation, and the usual transport allowances. The matter is sub rosa.

The police of Cincinnati state that there are two lovers in that city who have been engaged to be married for the last fifteen years. This postponement of the fatal plunge, however, is not due to the prospective bridegroom being a laggard in love; still less is it due to the bride proving unduly coy. The simple explanation is that no time has occurred during the above period when they were both out of prison at the same time.

The Earl of Howe, whose death was announced in a London telegram of the 28th ult., was born in 1822. He served in the Kaffir

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NOTICE. [161]

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WM. PARLANE,  
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Hongkong, 17th February, 1899. [169]

SIENTING.

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TERMS VERY MODERATE.

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Hongkong, 23rd September, 1899. [248]

## SCIENTIFIC MISCELLANY.

ALGIN—A TRIUMPH OF SCIENCE—LIFE IN  
METALS—FLOUR FROM THE TROPICS—THE  
BED COLOUR OF PLANTS—GLOBULAR LIGHT-  
NING—EARTHQUAKES NOT FAVOURABLE TO  
SKY-SCRAPERS—SEA-WATER GOLD AGAIN—  
FIRE-RESISTING HOUSES.

The many uses that are being found for algin, a gelatinous product discovered a few years ago by Mr. E. C. S. Sanford, are giving rise to great expectations of wealth from ocean waste. When sea-weed is steeped in sodium carbonate for twenty-four hours it becomes a mass having fourteen times the viscosity of starch and thirty-seven times that of gum arabic, and on filtering this gives soluble algin or sodium alginate, and a residue of cellulose. Algin may be pressed into a cheese-like cake which may be kept indefinitely in a cool drying-room. This remarkable material has already proved valuable for sizing fabrics, as a mordant in dyeing, as a food in thickening soups, or for conversion into jelly, as a preventive of boiler incrustation, with sea-weed extract as the best non-conducting covering for boilers, and in combination with iron as a remedy for hitherto incurable anaemia and chlorosis. Algin cellulose, or algulse, is also proving useful, as it can be hardened, turned and polished, makes an excellent transparent paper, and is a cheap insulator for electricity.

In the earthquake measurements carried on for several years by Prof. Ormrod, a horizontal pendulum seismograph has been fixed to the top of the brick wall of the Tokio Engineering College, another being placed on the ground. In the five years ending with 1898 ten moderate earthquakes were recorded. The records show that an earthquake of slow vibrations (those lasting about half a second) caused practically the same motion in both places, while one of rapid vibrations caused twice as great motion at the top of the wall as on the ground. It is noticed that destructive earthquakes generally damage only the upper story of two-story buildings.

A new British scheme for making sea-water give up its gold consists in collecting the water in tanks, rendering it alkaline with caustic lime, and, after settling, removing the sludge for the extraction of the metallic gold therefrom by ordinary methods.

Houses are made incomptible in Russia by painting with a solution of aluminium sulphate followed by one of potash. Sulphate of potash is formed and insoluble alumina is precipitated in the pores of the wood.

When a man tells us that he has had neither bite nor sup for twenty-four hours it is hardly needful for him to add that he feels faint and hungry. We infer that, and order him a "go" of hot soup and something solid to follow off the joint.

On the same lines of reasoning; after Mr. L. Cecil Rhodes, of 11, North Street, Prospect Road, Tunbridge Wells writes—as he did on the 22nd of June, 1898—that he had suffered for many years from indigestion and deranged stomach, he might have omitted to mention that he habitually felt weak and low-spirited.

For there is no complaint which has so direct and damaging an influence on the mind as dyspepsia. Indeed, it is virtually a fact that the stomach is the seat of the affections and sensations if not of the intelligence. Before you say "Stuff!" or "Boosh!" to this, I advise you to consult the authorities—the highest and best of them.

Well, Mr. Rhodes, for his part, goes on to mention other points about his experience which ought to interest more people than ever heard of Tunbridge Wells, beautiful as that is, especially up on the hills in summer.

"My appetite was poor," he says, and we believe it; for when the stomach cannot "get away" with food Nature does exactly what you would expect her to do, she shuts off your relish for your meals. Otherwise, you see, you would be rich in eating, and so make matters worse.

"I sat at table with the rest," says Mr. Rhodes, "but I could only look on; I couldn't eat, albeit I needed food probably more than anybody else in the company. And when I yielded to the temptation and took a meal—as sometimes I was obliged to, in order to keep going, I would have pain at the chest and under the shoulder blades.

"I was almost constantly belching wind and throwing a sour fluid. Better and worse I went along in this way for years—dragging, hopeless years they were too."

"In August, 1897, I was one day seized with a more violent pain in the stomach than any I had before; my agony was so great I thought I was going to die. In great alarm my wife brought me in a neighbour and they gave me brandy.

"The neighbour then urged me to take Mother Seigel's Syrup, saying it would cure the stomach complaint, which was the cause of all my pain and misery. I followed this advice, and was speedily relieved, and a little later was able to eat and digest naturally.

"My wife had the same complaint, and is now strong and well through the use of the same remedy. You are free to publish my statement." [55]

Banana flour is a food whose value seems to have been overlooked in Europe and the United States. The banana was estimated by Humboldt to be 48 times as nutritious as the potato, and Crichton Campbell has found it 23 times as nutritious as the best wheat bread. Analysis has shown the nitrogenous matter of the flour to be about the same as that of wheat flour. Banana flour, sold under the name of Musarina, is extensively manufactured in Central America, Colombia and Venezuela, and is used like ordinary flour, except that its lack of gluten unfit it for bread. It is especially recommended for children and adults with weak stomachs. A teaspoonful in a cup of chocolate or coco facilitates the digestion of these drinks, and a sustaining drink is said to be made by adding a teaspoonful to an egg-yolk beaten up in milk and sweetened with sugar.

The red cell-sap of plants has been lately found by Overton to depend upon the presence of sugar, an interesting test being to grow two plants of the ordinary bladderwort in separate dishes of water containing different proportions of sugar. Low night temperatures favour the development of such colours, and this is thought to account for the reddish coloration of alpine species and the yellowish-red tints of evergreen leaves in winter.

A new English idea in decorating and lighting is the placing in walls of transparent panels faced with photographs of famous pictures, through which filter subdued electric light.

An attempt to explain the mysterious phenomenon known as "globe lightning" has been made by Prof. Max Toepler, inventor of a well-known electrical machine and discoverer of the stratified brush discharge. A study of all published records leads him to the conclusion

## NOT BEYOND HOPE.

Those who have suffered year after year with Rheumatism will be glad to hear of a remedy that has proved an absolute specific. There are no conditions of Rheumatism, no matter how severe, nor from what cause



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## THROUGH SOUTH AFRICA.

[BY ARNOT REED.]

## INITIAL DIFFICULTIES.

The easy way to get to South Africa is by a great mail steamer from Plymouth to Capetown. Unluckily for me I found it advisable to go from Singapore, a town sweltering at the point of the Malay Peninsula, midway between India and China, and adjacent to the Netherlands Indies and British Borneo and not far from the Southern Philippines. The way was difficult, slow and obstructed by far more than the usual delays of travel. I have found less obstacles in going from Peking in China to Omea in Hongkong, and from Kialkha in Siberia to Lake Baikal in Siberia, than in going from Singapore to Africa. First I had to get by P. & O. to Colombo. Then to wait some days and pick up the first B.L. steamer for Mauritius. That steamer, comfortable enough, had rough weather most of the way, and waited two days at the port of Malib in the Seychelles (a dependency of Mauritius) chiefly over quarantine troubles, although we had no illness; and delay for the mails of the outlying islands (two little bags in all). Then getting to Mauritius, after being 24 days out from Singapore, I found myself confronted with another half of twelve days. The customary Castle Line service from Port Louis of Mauritius to Port Durban of Natal had been wholly disorganized by the war. Service to Delagoa Bay, to which I desired to go, had been wholly stopped. The first steamer for Port Durban was a cargo boat, the *Carefoot*, hired on charter by the Castle Line. She had no accommodation for passengers; but she had already been "squeezed" into a promise to take three and "put them somewhere." I tried to get taken, at full rates, on the same terms; but neither Captain nor Agent could be persuaded. In brief—and for lack of any enterprise on the part of steamer Agents and officers—I was held prisoner in Mauritius for eighteen days. No Chinaman nor any Arab trader would have turned away good money so readily. But in Mauritius the heat and laziness of the tropics, and the unfortunate habits born of a life of ease, have eaten into the marrow of the bones. Nobody will do anything that he can avoid, or do to-day what he can put off till to-morrow. I watched Mauritius—planters, merchants, and bankers—for eighteen days, and the amount of delay they can put on everything struck me unequalled in Asia, which is famous for its delays.

## MAURITIUS.

Yet within the people prosper fairly. Wages are high and local food is cheap. Fish, mutton, pig, poultry, coffee, sugar, and chocolate they have of local production, as also rum (from their sugar). They have an abundant supply from the mountain, of good water; and they breed ponies, asses, and oxen in abundance. Mules they import from South America. The working of a ship at night (as is regularly done at the ports of China and of Malaya) is practically unknown at the ports of Mauritius. At Port Louis people of any means, or pretensions to means, live on the hills surrounding the town, the period of transit being from half-an-hour for short journeys to one hour for longer journeys to more desirable places. Of these the chief is perhaps Curepipe, one hour distant by rail. Thus about two hours a day are occupied in railway transit, a fatigue that is lessened or increased by card-playing and the like en route. The railway fare, especially second tickets, are very low.

## THE LOCAL SPEECH.

Chiefly in Mauritius and the Seychelles they speak French, and also a peculiar native patois. It seems to be admitted that the natives are of Malayan or Southern Pacific race, which means that they, like the people of the Netherland Indies, the Malay Peninsula, and the Philippines, are of South American stock. Many Malay words can be used with them, but the pronunciation is materially different. There are good schools, both Roman Catholic and Protestant. There is in their French talk an almost universal accent of the *é* (but that they do not call it so) meaning partly as in India the undue accentuation of the last syllable save one.

## RACING AND RACES.

The racing of horses is much in fashion, as elsewhere in the East. There are armed volunteer corps, in which the European is the chief element, although I believe that Indian experience is against that element, for which and other reasons we have sought to avoid it in Singapore where, on the withdrawal of the European infantry regiment in 1899, I was instrumental in raising a rifle volunteer corps consisting only of British subjects of unmixed European race.

The retail traders of Mauritius are Indians or Chinese, the Malay and half-caste population not showing the shrewdness and economy of life that are necessary for the creation of capital and the assurance of credit. That condition of affairs, however, has its parallel in nearly all Asia.

## BANKING AND TRADE.

The local Banking Houses seem to be numerous in Mauritius, neither the Banks of Africa, or of India, nor of Further Asia having interceded in Mauritian banking. The banking seems to be cautiously conducted. There is no mining to lead to excited speculation; and probably there has been recognized in local banking circles the great principle that a plantation is not a security and may easily become practically a liability, and that great caution should be used in advancing on agricultural products even when packed for shipment. The chief products for export are sugar, vanilla, and copra (or compressed coco-nut). Sugar is now very prosperous.

**HAPPY MAURITIUS—NO POLITICS.**

Politically Mauritius has no trouble; nor would it be easy to make any trouble now. Sir

John Pope Hennessy should arrive as Governor. My knowledge of the political happiness of Mauritius arose chiefly from conversation with several civil servants of the Colony of the Straits Settlements (headquarters in Singapore) who had served in Mauritius and two of whom had been born there. On my visit I found the political apathy of which I had been told amply confirmed by the facts. Barring little points of quarantine and mail subsidy Mauritius has no politics, and these are discussed chiefly from a business point of view, which is probably intended to be, but is not, unprejudiced. If the Colonial Office at Downing Street were as free from trouble as Mauritius leaves it, the life of a Secretary for the Colonies would be an easy one. In the absence of political strife journalism in Mauritius is conducted much more mildly, and with less real than in Ceylon and the further East. When I was at Port Louis people had begun not to be interested in the South African war and were little concerned with the fighting that was then proceeding in China.

## MAURITIUS GENERALLY CONSIDERED.

My time in Seychelles and Mauritius, by the way, was from the 1st of July onwards, which seems their cooler season.

The hotel accommodation of the chief towns in Seychelles and Mauritius is very inferior to that of almost any other towns of the same size anywhere else in the world. It seems to be built on the theory that only persons travelling en garnie will ever need to use a hotel; and as I travelled so, I was well enough suited. Otherwise I might have felt that when bed-rooms are constructed by thin wooden partitions eight feet high it might be more decorous to carry the partitions a few feet higher to the roof. But, as I have described it, so is the habit of the place.

Port Louis has an excellent theatre, tonanted while I was there by a travelling French Opera troupe. These companies do well in Mauritius, as in Saigon. They make ends meet in Ceylon. They make a little money in the cold season (November to February) of British India. They struggle onwards by Saigon to Hongkong and Shanghai. In Singapore they nearly always break up. Mauritius, Saigon, and the big towns of British India are their successful places; and nowhere do they draw so much "money per head" of the population as in Port Louis, Mauritius.

There is also in Port Louis an enthusiastic French Society or Association for the relief of French subjects or descendants; and for the encouragement of French literature to Mauritius Colony. In the latter matter the Association, with the financial aid of the local Government, is about to engage in a most useful historical publication of Mauritian records.

## SHIPPING AND SHIPPERS.

In shipping matters—if I may believe what brokers and such others tell me—Port Louis was for centuries a den of thieves, dishonest and unshamed. To over-insure and lose the ship was reckoned apparently the only sound method of business; and, over food and alcohol, regrets for the heavy crimes of the past seem the staple gossip with which old shipping people regale the younger shipping men. But the crimes of shipping robbers seem now to be reduced to overcharging. Docking at Port Louis is said to be so ruinous that when the owner of a tramp steamer is docked there, he usually retrenches his domestic expenditure and sorrows that he did not settle more money on his wife. One old ruffian (I know nothing against him except his own stories) told gleefully of one plate broken in a 500 gallon water-tank, and a slight need to clean the bottom, and a dock bill for 70,000 rupees. After an evening with such persons at Port Louis I used to look very carefully to the loading of my revolver, regretfully at my 8 foot high walls, and dolefully wonder if I could retain my travelling stock of bank notes and letters of credit over the night. But nothing happened. It may be that hotel robberies for a few hundred pounds are regarded as undignified by persons accustomed to sinking ships and drowning whole crews.

## THE ABUSE OF MILITARY CLOTHING.

It is a bit stupid to see so many Mauritian coolies in the cloth tunics of the British Army with regimental buttons, and in the tunics of the local forces, also duly brass-buttoned. I think we passed in Britain a law on that subject and I am almost sure we adopted it in the far eastern colonies and in India. The law in my memory provided that uniform of Her Majesty's forces may not be so used, and, presumably, it enforces penalties on buyers of cast-off uniforms who shall re-sell these in the condition that they are worn by the forces. The proper use for such clothing is to go back to the cloth or cotton factories to be re-made; and the regimental buttons should be melted and sold as brass.

Since the principle is recognized elsewhere, I suggest that the patriotic and very chivalrous Colony of Mauritius should also adopt it.

A comparison of the trade figures for the first half of the present year with those for the same period of 1899 shows an increase of 231 million dollars or over 19 per cent. in imports and an increase of over 163 million dollars or more than 153 per cent. in exports. The commercial world also enjoyed more than usual prosperity and the trade of the Colony reflected the general condition of mercantile progress. Our imports of goods from other countries showed an increase in sterling values of considerably over 18 per cent. while the increases in exports was approximately 20 per cent. Both Singapore and Penang participated in these increases. The high prices which were obtainable for tin contributed largely to the enhanced percentage in exports.

"As in 1898, Exchange with the Mother Country was comparatively steady during 1899, the difference between the highest and lowest rates for demand during the year being only 144. The commercial world also enjoyed more than usual prosperity and the trade of the Colony reflected the general condition of mercantile progress. Our imports of goods from other countries showed an increase in sterling values of considerably over 18 per cent. while the increases in exports was approximately 20 per cent. Both Singapore and Penang participated in these increases. The high prices which were obtainable for tin contributed largely to the enhanced percentage in exports."

"Complications in the Far East are temporarily restricting our trade with China, but it is not too much to expect that a peaceful settlement of the country will result in a large increase in our trade and prosperity. Meanwhile the demand for coal has been extraordinary."

Referring to a depreciation of nearly \$25,000 in the value of the securities held by the Currency Commissioners, and the steps taken to cover the depreciation, Sir Alexander says:

"There are many causes which at the present moment favour depreciation. The South African War has lowered the value of British Securities all round, and the cost of the expedition to China has prevented values from rising."

The troubles of the Government of India have depreciated the value of Indian Securities, and the rise of Silver in terms of Gold has rendered investments both in Europe and India, worth fewer dollars than were originally paid for them: further advances amounting to about \$126,000 are being made to balance the depreciation account."

"Owing to the demonization of the Japanese Yen there are and has been a very considerable increase in the number of the British dollars imported by the Banks in 1899, the value being \$26,349,725, against \$13,422,163 imported in 1898. The introduction of the British dollar, for which we owe a debt of gratitude to the Chartered and Hongkong and Shanghai Banks, has been extraordinarily successful and opportune."

(To be continued.)

"Woo!" sends the Globe a delightful shop-sign which he came across in his wandering through India.—"Hari Moon, Number 1, Europe Tailor. Clothes cut off you while you wait. It is even better than the fashions London tailor who announces, 'Shaving while you wait.'

## SUPREME COURT.

18th October.

## CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, O.M.G. (CHIEF JUSTICE)

## THE FATAL FIGHT AT EAST POINT.

There was only one case for the sessions, and that arose out of the quarrels which took place among the coolies employed at Jardine's Sugar Refinery at East Point on the 19th September, two men named U Tai Ngan and U Ching Tsun being charged with the manslaughter of Cheng Ngau Hoap. They pleaded not guilty. The jurors were Messrs. J. A. Tarrant (foreman), A. Tillett, A. Van Nixon, H. E. Craddock, A. A. E. Milroy, A. Forbes, and G. L. Gladman.

The Attorney-General (the Hon. W. Meigh Goodman, Q.C.) said he took it that most of the jury knew that Messrs. Jardine had a sugar refinery down by East Point. The coolies belonged to the U clan employed at the Sugar Works. There were also a number of Chungs, and the jury would notice that the deceased man was called Cheng Shui Hong. He had no doubt that clan feeling would incline the U's to take the part of any member of the clan he had had trouble with the Chung or any other clan. It appeared that there were a good many coolies belonging to the U clan employed at the Sugar Works. There were also a number of Chungs, and the jury would notice that the deceased man was more or less injured in the quarrel. This fight, however, was not a serious affair. The result of the fight was that two men—one from each clan—were left on the ground after the others had cleared away. Their names were Cheng Ki and U Shui Hing. They were found by the police, who took them to the Police Station U Shui Cheng being afterwards sent to the Hospital. This man charged the other with assault. The case came before the Magistrate, who adjourned it. In the meantime the prisoners had been arrested for being concerned in the attack on the deceased, and fearing lest he too might be implicated, U Shui Hing went away and the charge against the other man was dismissed. It appeared that the deceased man was seen to enter his quarters by three men, who would say that he was followed by six members of the U clan, who caught hold of him and began to kick and knock him about, no one interfering with them. When they thought they had given him enough they left him on the floor, the three men who had witnessed the assault following shortly afterwards. As the result of the attack upon him the deceased's skull was fractured and his spine ruptured. The jury would be aware that for some reason or other very little injury would injure the spine of any one belonging to the coolie class. Hearing of the row the police went to Jardine's Bazaar between nine and ten o'clock. They found the deceased there and sent him to the Hospital, where he died two days afterwards. The post mortem examination disclosed the fact that the small fracture of the skull brought on hemorrhage on the brain. There was a small clot of blood which pressed upon the brain near the base, and this was the cause of death. The question then arose as to the part the prisoners took in the transaction. After the deceased had been taken to the Hospital the police were taken to No. 27, Jardine's Bazaar, and the prisoners were pointed out to them as being two of the six men who attacked the deceased. The others had cleared away.

The evidence for the prosecution was then given. The jury found the prisoners guilty, and they were each sentenced to four years' hard labour.

## THE TRADE OF SINGAPORE.

Sir Alan Swettenham, the officer administering the Government of Singapore, in the annual address to the Legislative Council reviewing the financial prospects of the Colony, thus refers to the trade of the Settlements:

"As in 1898, Exchange with the Mother Country was comparatively steady during 1899, the difference between the highest and lowest rates for demand during the year being only 144. The commercial world also enjoyed more than usual prosperity and the trade of the Colony reflected the general condition of mercantile progress. Our imports of goods from other countries showed an increase in sterling values of considerably over 18 per cent. while the increases in exports was approximately 20 per cent. Both Singapore and Penang participated in these increases. The high prices which were obtainable for tin contributed largely to the enhanced percentage in exports."

"Complications in the Far East are temporarily restricting our trade with China, but it is not too much to expect that a peaceful settlement of the country will result in a large increase in our trade and prosperity. Meanwhile the demand for coal has been extraordinary."

Referring to a depreciation of nearly \$25,000 in the value of the securities held by the Currency Commissioners, and the steps taken to cover the depreciation, Sir Alexander says:

"There are many causes which at the present moment favour depreciation. The South African War has lowered the value of British Securities all round, and the cost of the expedition to China has prevented values from rising."

The troubles of the Government of India have depreciated the value of Indian Securities, and the rise of Silver in terms of Gold has rendered investments both in Europe and India, worth fewer dollars than were originally paid for them: further advances amounting to about \$126,000 are being made to balance the depreciation account."

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## NEW ADVERTISEMENTS

## NOTICE.

STEAMERS calling at Amoy can be supplied with the highest class of JAPANESE BUNKER COAL.

For terms, &c., apply to  
LAPRAIK, CASS & CO.  
Amoy, 10th October, 1900. [2688]

## A ROOM WANTED.

WANTED, A ROOM FURNISHED in the centre of Town, with attendance. Apply by letter to—

“S.”

Care of Office of this Paper.  
Hongkong, 19th October, 1900. [2687]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

## WANTED.

EUROPEAN OUTDOOR SUPERINTENDENT for the Kowloon Godowns. Must have good knowledge of Cargo Work. Apply by letter only, stating age, qualifications, &c., to—

EDWARD OSBORNE,  
Secretary.

Hongkong, 19th October, 1900. [2690]

FOR WUCHOW VIA KAMCHUK, SAM-SUI, SIWING AND TAKHING.

THE Company's Steamship  
“KWALUM.”

Captain D. Bowie, will be despatched for the above ports TO-MORROW (SATURDAY), the 29th inst., at 5 P.M.

For Freight or Passage, apply to  
KAI HING & CO.,  
Agents.

Hongkong, 19th October, 1900. [2691]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
THE Company's Steamship

## “YUENSANG.”

Captain Rolt, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 19th October, 1900. [2689]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

## “AJAX.”

Captain Butt, will be despatched as above on TUESDAY, the 27th November.

For Freight to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th October, 1900. [2688]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

## “BAYERN.”

OF THE NORDDEUTSCHER LLOYD.  
The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 23rd October, and THURSDAY, the 25th October, at 0.30 A.M.

All claims must reach us before the 28th October, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 18th October, 1900. [2689]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain—

Leading Article—Punishment of the Guilty in China.  
The European Steamroller.  
The Inland Waterways Question.  
The Crisis : Telegrams.

Legislative Council.

The Crisis in China.

Hongkong Jockey Club.

During Piracy Case.

The Regulation as to Backyards.

A Dishonest Coolie.

A New Treaty Point in Japan.

Imperial Decree.

Shanghai's Defence Scheme.

H.M.S. Terrible Aground.

Canton Insurance Co.

North China Insurance Co.

Jeloba Mining and Trading Co.

Consular Reports.

Canton.

Macao.

Tientsin.

Sundakan Notes.

Cricket.

Hongkong Volunteer Corps.

Hongkong Rifle Association.

Royal Hongkong Golf Club.

Hongkong and Port News.

Subscription \$12 per Annum, payable in advance ; postage 82.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent ; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 19th October, 1900.

JACK A YOUNG & CO.,  
Nos. 76 & 78, DES VŒUX ROAD (OLD PLAYA CENTRAL).

NOTICE is hereby given that WING KIT AND A TYE are no longer connected with the above firm, both having been dismissed as foremen. On and after the 22nd September we shall not be responsible for their liabilities or their dealings, &c., &c.

Customers are respectfully requested henceforth to communicate direct with this firm, or through our Assistants who are authorised to go on board vessels for orders for gear, &c., &c.

Dated Hongkong, 22nd September, 1900.

[2688]

## PUBLIC COMPANIES

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 23rd instant, at TWELVE O'CLOCK Noon, for the purpose of presenting the report of the Directors and Statement of Accounts to 30th April last and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, both days inclusive.

By Order of the Board of Directors.

H. P. WADMAN,  
Acting Secretary.

Hongkong, 2nd October, 1900. [2657]

HONGKONG ELECTRIC COMPANY, LIMITED.

HEAD OFFICE : INTEREST ALLOWED.

On Current Account..... 5.475% per annum

“ Savings Bank 6.205% ”

On Fixed Deposits :—

For 3 months..... 6 1/2 % per annum

“ 6 ” ..... 7 1/2 ”

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on the chief commercial places both in Japan and Abroad.

Further particulars may be obtained on application.

HIROMI KAWASAKI,  
Manager.

Taipei, 5th October, 1900. [2690]

HONGKONG ELECTRIC COMPANY, LIMITED.

HEAD OFFICE : NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that

the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Building, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors.

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 29th September, 1900. [2533]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board.

W. J. SAUNDERS,  
Secretary.

Hongkong, 12th October, 1900. [2637]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held in the City Hall on SATURDAY, the 27th October, at 12.15 P.M.

BUSINESS.—To confirm the Resolution passed at the Extraordinary General Meeting of Members held on the 13th October.

By Order.

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 17th October, 1900. [2670]

NOTICE.

IN consequence of the great increase in the price of Coal the undermentioned Lines beg to give notice that on and after this date and until further notice they are compelled to CHARGE a PRIMAGE of 10 per cent. on all PASSAGE RATES by their Steamers.

A. M. MARSHALL,  
Acting Superintendent.

F. & O. S. N. CO.,  
G. DE CHAMPEAUX,  
Agent.

M. M. CIE.

MELCHERS & CO.,  
Agents.

N. D. LLOYD.

SANDER, WIELER & CO.,  
Agents.

AUSTRIAN LLOYDS S. N. CO.

Hongkong, 15th October, 1900. [2659]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain—

Leading Article—Punishment of the Guilty in China.

The European Steamroller.

The Inland Waterways Question.

The Crisis : Telegrams.

Legislative Council.

The Crisis in China.

Hongkong Jockey Club.

During Piracy Case.

The Regulation as to Backyards.

A Dishonest Coolie.

A New Treaty Point in Japan.

Imperial Decree.

Shanghai's Defence Scheme.

H.M.S. Terrible Aground.

Canton Insurance Co.

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Hongkong and Port News.

Subscription \$12 per Annum, payable in advance ; postage 82.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent ; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 19th October, 1900.

[2679]

**VESSELS ON THE BERTH**  
FOR PORTLAND, OREGON VIA JAPAN.  
(Booking Cargo for SAN FRANCISCO and  
OVERLAND POINTS).  
**THE A.1 Steamship**  
"MONMOUTHSHIRE" will be despatched on or about the 20th inst.  
For Freight and Passage, apply to  
T. M. STEVENS & CO., Agents.  
Hongkong, 3rd October, 1900. [2570]

**INCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.**  
TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, AND EUROPE, VIA THE  
OVERLAND RAILWAYS AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
DORIC (via Amoy, Shan-tz, Lai, Nagasaki, Kobe, TUESDAY, Oct. 23, Inland Sea, Yokohama, at NOON, and Honolulu) ...  
COPIC (via Shanghai, Nagasaki, Kobe, In, SATURDAY, Nov. 17, land Sea, Yokohama, and Honolulu) ...  
GAELIC (via Shanghai, Nagasaki, Kobe, In, TUESDAY, Dec. 11, land Sea, Yokohama, at NOON, and Honolulu) ...

**THE Company's Steamship "DORIC"** will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd October, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 19th October, 1900. [14]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

FOR KOBE.  
**THE Company's Steamship**  
"CHANGSHA" will be despatched as above on TUESDAY, the 23rd October.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2585]

**THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.**

FOR MANILA DIRECT.  
**THE Company's Steamship**  
"MENMUIZ" will be despatched as above on TUESDAY, the 23rd inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 17th October, 1900. [2676]

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**

FOR SANDAKAN.  
**THE Company's Steamship**  
"MAUSANG," Captain R. Cox, will be despatched for the above port on WEDNESDAY, the 24th instant, at NOON.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th October, 1900. [2677]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

FOR PORT DAEWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.  
**THE Company's Steamship**

"CHANGSHA," Captain Moore, will be despatched as above on MONDAY, the 12th November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engineers. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamer of the EASTERN AND AUSTRALIAN S.S. CO., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th October, 1900. [2588]

**VESSELS ON THE BERTH**

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.

**T**HE Company's Steamship "TONKIN" will be despatched for the above ports on or about MONDAY, the 22nd instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 16th October, 1900. [2647]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

FOR SAMARANG AND SURABAYA.

**T**HE Company's Steamship "SHANTUNG," Captain Quail, will be despatched as above on TUESDAY, the 23rd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1900. [2647]

**THE OSAKA SHOSEN KAISHA,  
LIMITED.**

FOR FOOCHOW VIA SWATOW AND  
AMOY.

**T**HE Company's Steamship "AKASHI MARU" will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th October, 1900. [2524]

**EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND  
QUEENSLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

**T**HE Steamship "GUTHRIE," Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th October, 1900. [2593]

**TOYO KISEN KAISHA.**

TO SAN FRANCISCO VIA INLAND SEA  
OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**

NIPON MARU (via

Shanghai, Nagasaki, TUESDAY, Oct. 30,

Kobe, Inland Sea, Yo-

kohama, and Honolulu) ...

AMERICA MARU (via

Shanghai, Nagasaki, SATURDAY, Nov. 24,

Kobe, Inland Sea, Yo-

kohama, and Honolulu) ...

HONGKONG MARU (via

Shanghai, Nagasaki, TUESDAY, Dec. 18,

Kobe, Inland Sea, Yo-

kohama, and Honolulu) ...

**THE Twin-Screw Steamship**

"NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th October, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services to European officials in service of China and Japan, and to Government officials and their families.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [13]

**CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.**

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

**PROPOSED SAILINGS FROM**

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND

HONOLULU.

**TAKING CARGO AND PASSENGERS**

TO JAPAN PORTS AND

HONOLULU.

**THE UNITED STATES,**

MEXICO, CENTRAL AND SOUTH

AMERICA, &c.

S.S. "CARLISLE CITY" .... On 20th Nov.

3,002 Tons. ....

Through Bills of Lading issued for transporation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Particulars of the various routes can be had on application.

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J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [13]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

FOR MANILA DIRECT.

**THE Company's Steamship**

"CHANGSHA," Captain R. Cox, will be despatched for the above port on WEDNESDAY, the 24th instant, at NOON.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th October, 1900. [2677]

**CHINA NAVIGATION COMPANY,  
LIMITED.**

FOR PORT DAEWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.

**T**HE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on MONDAY, the 12th November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engineers. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamer of the EASTERN AND AUSTRALIAN S.S. CO., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th October, 1900. [2588]

**VESSELS ON THE BERTH**

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

